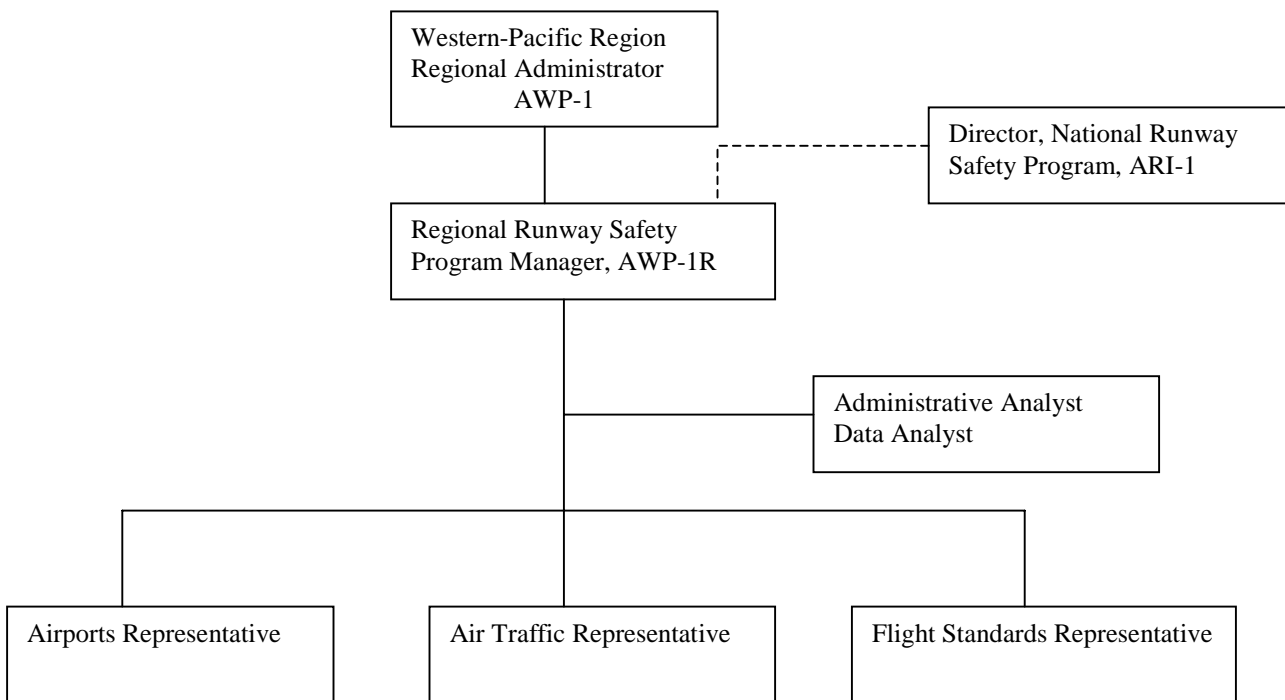


Western-Pacific Runway Safety Program

The FAA has identified Runway Incursions as a serious aviation safety issue. The decreasing of runway incursions and improving of airport surface operations is a “Top Five” agency safety initiative. Nationwide, there are more than 65 million aircraft operations (takeoffs and landings) performed annually by 650,000 certified pilots at over 460 towered airports. A large percentage of those operations and a correspondingly high number of incursions take place within the FAA’s Western-Pacific Region.

Runway safety activities have been under way for many years in the Western-Pacific Region. In recognition of the serious nature of runway incursions, the regional office has assigned a full-time Regional Runway Safety Program Manager to provide a single focal point for activities throughout the region. The Regional Runway Safety Program Manager reports directly to the Western-Pacific Regional Administrator. This Manager is supported by a team of representatives detailed from the major lines of business: Airports, Air Traffic and Flight Standards. Additional team members provide technical and administrative support. (See chart below)



While there may be broad causal factors at the root of runway incursions, most incidents result from characteristics unique to each airport, which may include layout, local procedures, traffic mix, and airport location. Identifying specific causes at each airport becomes crucial to improving its level of runway safety.

Currently, the primary means of implementing this strategy is through Runway Safety Action Team (RSAT) visits. These are formal evaluations which are conducted at airports to assess their surface safety characteristics. During these visits, team members review a variety of airport features including geography, configuration, signage and markings, and air traffic procedures and services. Meetings with airport operators, users, pilots and general air traffic are held to discuss issues considered significant and pertinent to the airport. Problem areas identified during these evaluations are presented to airport officials and users in a formal report, accompanied by recommended corrective actions. Proposed completion dates for items identified during the evaluation are included in the report. The Runway Safety Action Team subsequently monitors progress at the airport, conducting follow-up visits as necessary.

Awareness, education and training are essential tools for the reduction of runway incursions. The key to all such activities is communication. Communicating clear, concise information to the aviation community promotes a broad awareness of the issues and initiates the process of decreasing incursions. To that end, the regional program sponsors and supports user meetings and seminars whenever possible, interfacing with aviation professionals such as pilots, air traffic controllers, and airport operators throughout the region. The regional program plans to establish schedules both independently and in conjunction with organizations such as the Aircraft Owners & Pilots Association, the Aviation Safety Foundation, Flight Standards District Offices, and specific airports and air traffic control towers.

Currently, airport “Hot Spot” charts for the larger airports are being developed at the national level. These charts will be made available for distribution to the aviation community via the region’s Web site, in local aviation periodicals, and through fliers, posters and other materials including mass mailings. Interested parties can access the information at www.awp.faa.gov and proceed to the Runway Safety link or go directly to www.awp.faa.gov/ops/awp600/runway. The regional program will assist interested airports which are not included in the national program to develop and distribute similar charts.